



# Pinal County Corridors Definition Study

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## Summary Report No. 3 - Public Involvement, Round Three

ADOT Project No. T04-49-P0001  
ADOT Purchase Order No. PGKG 2642

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SUMMARY REPORT NO. 3 – PUBLIC INVOLVEMENT, ROUND THREE

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## 1. INTRODUCTION

In September 2004, the Arizona Department of Transportation (ADOT) Transportation Planning Division initiated three corridor definition studies to determine the need for and feasibility of developing major transportation corridors in Pinal County:

- US 60 Corridor Definition Study;
- Williams Gateway Corridor Definition Study;
- Pinal County Corridors Definition Study.

In February 2006, the State Transportation Board approved the combined recommendations of the three corridor definition studies. The recommendations approved by the State Transportation Board included a North-South Freeway between Apache Junction and the Florence-Coolidge area. Two alternative corridor definitions in the Florence and Coolidge area were recommended for further consideration. *Working Paper No. 3* presents an analysis of the alternatives and recommended a corridor definition for the North-South corridor in the Florence and Coolidge area.

An open house was held at Central Arizona College on June 21, 2006 to provide information and to gain public input on the corridor definition recommended in *Working Paper No. 3*. The Open House was held on Wednesday June 21, 2006 from 5:30-7:30 pm in Coolidge, AZ at Central Arizona College located at 8470 N. Overfield Road. Approximately 100 people participated in this Open House. This report summarizes information presented and input received at the open house.

## 2. NEWSPAPER ADVERTISEMENTS / COVERAGE

Newspaper advertisements were placed in the following newspapers to notify the public of the Open Houses:

- Florence Blade Reminder, June 8, 2006
- Casa Grande Dispatch, June 7, 2006
- Coolidge Examiner, June 7, 2006

The advertisements ran in the above-mentioned papers in early June, two weeks prior to the Open House. In keeping with the requirements of Title VI, Open House advertisements provided an opportunity for persons with disabilities to request accommodations prior to the meetings.

After the open house, several newspaper articles were featured in local newspapers. For samples of the newspaper Open House advertisements and newspaper coverage, please refer to **Appendix A**.

## 3. NOTIFICATION BY MAIL

A notification advertisement was mailed to the project's mailing list. This list, compiled since the beginning of the three corridor definition studies, has approximately 850 interested parties. The mailing notification was sent to the project mailing list on June 6, 2006, approximately two weeks prior to the Open House. Please see **Appendix B** for the open house sample flyer.



## 4. PUBLIC OPEN HOUSE

The open house was held on June 21, 2006. Members of ADOT Transportation Planning Division staff, ADOT Communication and Community Partnerships staff, the project technical advisory committee, the consultant team, and local government officials were present at the open house.

The open house followed a presentation format followed by a public question and answer session. The remainder of the meeting was an open format where attendees could view the project displays and speak one-on-one with project team members. Please see **Appendix C** for the samples of material presented and distributed at the open house.

Comment forms were also available for attendees to submit written comments. A summary of written comments submitted from the Open Houses is provided in **Appendix D** of this report.

Section 4.1 contains a summary of the presentation given by ADOT and the project team. Section 4.2 contains a summary of questions posed by attendees, as well as the response provided by the project team members.

### 4.1 Overview Presentation Summary

The open house followed a similar format as those previously held during the Corridor Definition Studies – a presentation was made by ADOT staff followed by a public question and answer session. The remainder of the meeting followed an open format where attendees could view the project displays and speak one-on-one with project team members.

Key points that were expressed by ADOT staff during the open house presentation include:

- § Despite what has been stated in newspaper headlines, ADOT has not yet selected a final corridor for the corridor definition study. Newspaper articles stating that ADOT has selected a final corridor are not accurate. It is true that recommendations are being developed. However, these recommendations will be presented to the public before they are finalized.
- § The corridor definition process began in 2004 when ADOT started looking at four different corridors: US 60, Williams Gateway, North South corridor, and east-west (Hunt Highway corridor). On February 17, 2006 the State Transportation Board stated that they endorse the recommendations the presented to them.
- § The corporation commission sited a 500 kV line providing additional alternatives for the corridor definition. Thus two alternatives in the Florence and Coolidge area were identified. Thus, ADOT analyzed in further detail the advantages and disadvantages of each alternative. ADOT spoke with local jurisdictions, SRP, and major stakeholders to get their input. The purpose of tonight's open house is to present what was learned through this stakeholder outreach process and to get additional input from the public.
- § A freeway corridor will not work without a mature arterial roadway network. ADOT must work with the local jurisdictions to make the system work.
- § A future Location/Design Concept Report (L/DCR) will document in detail the environmental issues, alignment opportunities and alternatives, and public and political input and involvement. Funding for a L/DCR for the North-South corridor will likely be available in 2007.

The PowerPoint presentation that was made at the open house is provided in **Appendix C**.



## 4.2 Public Question and Answer Session

**Table 1** is a summary of the questions, comments, and responses from the Open House. **Figure 1** is photography taken at the Open House.

**Table 1 – Questions, Comments and Responses from Open House**

Comment/Question	ADOT Response
Did the recommendations approved by the State Transportation Board include a recommendation to widen existing state corridors from 4 lanes to 6 lanes?	The recommendations approved by the State Transportation Board in February 2006 included the recommendation to widen state highways. However, the number of lanes that each highway would be widened to is not yet determined.
Did ADOT meet with the people who live in Valley Farms to get their input?	ADOT has not met with individual citizens in Valley Farms. These citizen groups have attended past open houses. Additional citizen input will be obtained at this open house.
Was consideration given to the retirement communities located just north of Florence (Florence Gardens)	Communities such as Florence Gardens were considered in the corridor definition recommendation. The corridor definition includes an approximately 1-mile wide corridor. A future alignment study will analyze the impacts in greater detail, follow the NEPA process, and recommend a specific alignment. It is during the alignment study that we have the opportunity to meet with owner groups, etc. These studies will have extensive public input.
How close to the SRP (Salt River Project 500 kV lines can a freeway be constructed?	SRP can engineer the power lines to accommodate an adjacent freeway. SRP has been granted a corridor that is 1100 feet wide. They will only use a fraction of this corridor (less than 200 feet). Most people feel that a power is less impactful than a freeway corridor and a power line can be better mitigated than can a freeway.
Is the green line depicted on the in the recommendations approved by the State Transportation Board the 'new' US 60 or the existing US 60.	The green line shown in the recommendations show the general vicinity of the proposed new US 60 reroute.
Does SRP know if the power line will be located on the west side or the east side of the CAP?	The SRP corridor is located on the west side of the CAP. They are currently conducting an engineering and alignment study for the utility line.
It will be several years until the bypass is constructed. Will the current roadway infrastructure be able to accommodate all of the new people that will move into the area until the new corridors can be constructed?	ADOT is currently funding several Small Area Transportation Studies (SATS) to help local jurisdictions identify improvements that are needed to accommodate the projected traffic. Providing sufficient roadway infrastructure will require a partnership between ADOT and the local jurisdictions.



**Table 1 – Questions, Comments and Responses from Open House (continued)**

<b>Comment/Question</b>	<b>ADOT Response</b>
What is the anticipated time frame for the North-South corridor south of SR-287? Is it not in the 30-year time frame, whereas the North-South corridor located north of 287 is anticipated to be constructed sooner?	The purple lines in the State Transportation Board Recommendations, including the North-South corridor south of SR 287, are anticipated to be constructed later than the other corridors. However, if needs change schedules can be adjusted. ADOT corridor and area profiles are performed on a regular basis to confirm needs.
The SR 77/SR-79 corridor is important for mobility between Phoenix and Tucson. The corridors should be placed on Arizona State Trust Land. The North-South corridor should be located east of SR-79. Environmental concerns will be significant. More communication is needed between ADOT and the elected officials.	No response. Comment recorded.
'Alternative 2' (corridor definition that passes through State Trust Land, is located near SR-79, and thus impacts fewer master planned communities) appears to be the path of least resistance. However, it appears that master planned communities will be dissected anyway by the SRP line. Why is it a good transportation practice to locate the arterials and the freeway so close to one another?	Parallel roadway systems complement one another and the future freeway system. Both arterials and freeways are needed.
Please prioritize current residents over future residents.	No response. Comment recorded.
There appears to be a lot of flexibility for a decision in the future. Are there potential points of collaboration with Superstition Vistas?	Yes. An example is SR 179 in Sedona. Local residents were very involved and influential. Once the Design Concept Report begins, it will take 2 to 3 years at a minimum to complete.
After the alignment is determined, is there a plan to procure right of way in advance of construction.	It must be remembered that local communities have a greater opportunity to preserve corridors and to set land aside for future corridor development. Pinal County is growing rapidly and will continue to grow rapidly in the future. One of the key considerations is land use compatibility. It is much more difficult to put a transportation facility in a built out environment. Pinal County has a unique opportunity to work with Arizona State Land Department to define future corridors.
As funding for these corridors has not been identified, toll roads should be considered.	Toll roads have been identified as a possible source of funding. Currently, these roads are not being recommended as toll roads.



## 5. COMMENTS RECEIVED

Comment cards were distributed to all attendees upon sign-in. Participants were encouraged to fill out a comment form with any questions or comments they had concerning the study. A comment box was available at the open house to collect the comment forms at the end of the presentation. Approximately 22 comment cards were returned. **Appendix D** contains a sample comment card.

Comments that were received can be separated into three categories: those that support the recommended corridor definition; those that support a connection to SR-79; and general comments regarding the corridor definition. The following sections provide a summary of comments that were submitted to the project team.

### 5.1 Comments Received in Support of Corridor Definition Recommendation

- § I think the proposed route through Coolidge is excellent. It will benefit an area that has been neglected and provide ingress/egress to a growing area to move the population. Thanks for making a wise choice.
- § I support the corridor that is presented by ADOT on June 21, 2006. The corridor that runs from Apache Junction to Valley Farms Road south is the best route for numerous reasons. Future development, less disruption, better planning for central AZ. Cities, cost and easement issues, running along same corridor as SRP line, utilization of Coolidge Airport and consideration of growth from Pima County north are all reason to support this corridor. I feel ADOT has taken all known factors into consideration and presented the most logical route. I am an elected official. I represent the citizens of Coolidge who support this route.
- § Though City of Coolidge representatives did not speak at the open house on 6-21-06, the City Council unanimously supports the corridor as presented at this meeting. We will pass a resolution on 6-26-06 in support and forward it to you after it is signed.
- § Pulte Homes, a large landowner in the affected area, strongly endorses the recommended North-South corridor as depicted on exhibit 2 handed out in the ADOT Open House on 6-21-06.
- § The presentation was very informative and looks like it should help move traffic.
- § This was in excellent presentation and I understand the layers of decision making now.
- § I support the recommendations of this study, which were reached through a reasonable process.
- § I like the plan in the desert, by the canal. Not on Schnepf Road as suggested by the AZ Republic. Build it sooner than later.
- § We need a North-South Corridor from Apache Junction to Highway 287 and then down to tie into I-10/I-8 in as straight a line as possible, so as to save driving time. Makes no sense to tie into Hwy 79, as this is a bottleneck already. May have to channel the Gila River to narrow the bridge. Also need to work on Hwy 60 from Florence Jct. to Superior.
- § We are in trouble NOW in terms of moving people North & South – I appreciate and support the Green Corridor but trust ongoing meetings and feedback will be solicited as the “real” line gets closer to being drawn. Please continue to help municipalities and Pinal County figure out how to widen current arterials.

### 5.2 Comments Received in Support of Connection to SR-79

- § I prefer the north-east alignment for the North-South Freeway Options, tying into Highway #79. This alignment would cause less disruption to existing residences.



- § In my opinion the road that intersects Hwy 79 but the road could go east on Arizona Farms Rd. to 79. The road as it is presented would go over Arizona Farms Road and intersects with 79 first a few miles south of Arizona Farms Road. The road going to SR 287 goes thru Merrill Ranch development – not good.

### 5.3 General Comments

- § If you must adopt the N-S corridor, please keep it as far away from the 55+ communities just north of Florence (approx. 4,000 people in several parks that have been around over 30 years). We will be sandwiched (with dirty air and noise) between 2 highways!
- § It appears Exhibit 2 is the path of least resistance, especially from developers. Why is it sensible to move away from population center? The 500k line ROW will bisect and limit some residential development. Who pays for the 3+ mile arterials to the Exhibit 2 plan? I see bottlenecks as the population moves to/from freeway.
- § Going east of development provides “good enough” service?. Good enough? What is wrong with the “best service”? Why would you not bisect development once rather than hem in development and/or bisect twice if AZ lets lands to the east of the Green open for development?
- § My biggest concern is that the current home and landowners are not being considered or communicated with in this decision process. Please do not recommend the corridor to run on or adjacent to Schnepf Road or the existing homes near it.
- § NO TOLL ROADS!!
- § Please start to widen the existing Hwy's so we can keep the flow going until we can get the new Hwy. Thank you!
- § Since I live in Florence Gardens, I'd urge more consideration of preserving buffers from currently developed land use and the proposed highway rather than accommodating master planned communities.
- § The expansion of Hwy 287 between Coolidge and Florence seems to be very important. Highway 87 between Coolidge and Chandler should also be expanded. This expansion could accommodate a lot of traffic. Freeway corridor should still be planned.
- § I am interested in public meeting closer to U.S. 60 or Schnepf Road area. I am very interested if Castlegate Community is affected. I couldn't attend the Pinal County meeting. Who would I contact to find out about this? How far east will this corridor run?







## APPENDIX



## APPENDIX

### A.1 - Newspaper Ad

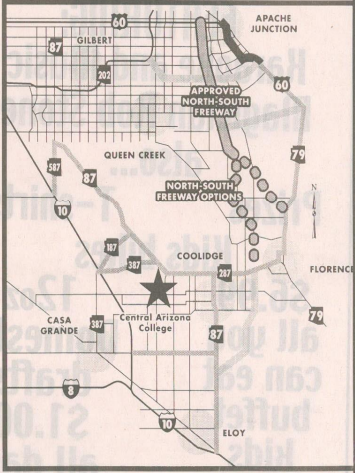
 **ARIZONA DEPARTMENT OF TRANSPORTATION**  **OPEN HOUSE**

**Pinal County Corridors Definition Study**

**Wednesday June 21, 2006**  
**Central Arizona College**  
**8470 N. Overfield Road**  
**Coolidge, AZ**  
**5:30 pm - 7:30 pm**  
**6 pm Presentation**

In February 2006, the State Transportation Board approved the recommendations of the Pinal County Corridors Definition Study which can be viewed at the following website <http://tpd.azdot.gov/planning/corridorstudies.php>. The recommendations approved by the Board included the North-South Freeway between Apache Junction and the Florence-Coolidge area as shown below. Two corridor options were recommended for further consideration and a study is underway to evaluate and select a preferred corridor option. The purpose of this open house is to present the preliminary results of an evaluation of the North-South Freeway Corridor Options in the vicinity of Florence and Coolidge.

Persons with a disability may request accommodation, such as a sign language interpreter, by contacting **Carol Oaks at 110 S. Church Avenue, Ste. 3350, Tucson, AZ 85701, telephone: (520) 885-9009, or fax: (520) 885-0311**. Requests should be made as early as possible to allow time to arrange accommodation. This document is also available in alternative formats by contacting Carol Oaks.



For more information, visit our webpage at <http://tpd.azdot.gov/planning/corridorstudies.php>



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## APPENDIX

### A.2 - Newspaper Coverage

#### Compromise reached on freeway in Pinal County

By Carl Holcombe  
THE ARIZONA REPUBLIC

State transportation officials are recommending a compromise corridor for a north-south Pinal County freeway.

The freeway, now named the Apache Junction/Coolidge Corridor, will eventually link U.S. 60 at Apache Junction to Interstate 10 at Eloy and provide critical freeway access to a county that could grow to 2 million residents by 2025.

The portion of the freeway currently under discussion runs from U.S. 60 to Arizona 87. There has been much disagreement between Florence and Coolidge on the route. One option ran right through Florence's Anthem at Merrill Ranch, the Pulte-Del Webb community off the Hunt Highway. The other took the freeway too far away from Coolidge's airport and planned regional mall.

The roughly 2-mile compromise corridor swings east of Anthem but remains west of Arizona 79 and downtown Florence.

"It appears to have been a consensus choice," said Arizona Department of Transportation planner John Pein.

Planning officials from both municipalities were on an ADOT committee that developed the compromise.

Coolidge officials are happy with it, said City Manager Bob Flatley.

Florence Mayor Tom Ran-

#### Accord reached in plans for Pinal County freeway

**PINAL**  
*Continued from B1*

at a hearing Wednesday.

Bill Pond, owner of the General Store, a restaurant and curio shop on Main Street in Florence, said the freeway will be vital to attracting industry and residents to Pinal County.

"It's important (ADOT) pay attention to existing residential areas and to other developments in the area and try their best not impact them," Pond said.

Jacque Petroulakis, a

spokeswoman for Pulte-Del Webb, said the corridor process had been watched carefully and developers were confident a compromise would prevail.

"When people are buying houses they like to see that (local governments) are planning ahead for roadways," she said.

The corridor will go before the State Transportation Board in July or August. If approved, it could still be three to six years before an exact route is selected and at least a decade before construction begins, Pein said.

#### THE ARIZONA REPUBLIC

news.azcentral.com

# VALLEY

## & State

Valley & State editor, 602.444.NEWS  
or metronews@arizonarepublic.com

SATURDAY, JUNE 17, 2006 ★

SECTION B





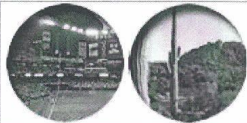
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ADOT selects compromise for Pinal freeway

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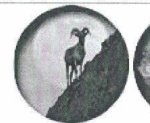
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## ADOT selects compromise for Pinal freeway

Carl Holcombe

The Arizona Republic

Jun. 16, 2006 12:00 AM

State transportation officials after months of controversy are recommending a compromise corridor for a future north-south Pinal County freeway.

The freeway, now named the Apache Junction/Coolidge Corridor, will eventually link U.S. 60 at Apache Junction to Interstate 10 at Eloy and provide critical freeway access to a county that could grow to 2 million residents by 2025.

The corridor the freeway would have taken between Florence and Coolidge was the source of the sparring between the two municipalities. One option ran right through Florence's Anthem at Merrill Ranch, the Pulte-Del Webb master-planned community off Hunt Highway. The other took the freeway too far away from the future location of Coolidge's regional Westcor mall and the city's airport.

advertisement

The proposed roughly two-mile compromise corridor now swings east of Anthem, but remains west of Arizona 79 and downtown Florence.

"It appears to have been a consensus choice," said ADOT planner John Pein.

Jacque Petroulakis, a spokesperson for Pulte-Del Webb, said the corridor process had been watched carefully and developers were confident a compromise would prevail.

"When people are buying houses they like to see that (local governments) are planning ahead for roadways," Petroulakis said.

But Florence Mayor Tom Rankin said he remains dubious.

"I really can't tell a heck of a lot from it until we see the written report," Rankin said. "It's nice to see it won't blow through Anthem, but we have to see where ADOT ultimately sites it."

<http://www.azcentral.com/community/gilbert/articles/0616gr-pinalfreeway0616Z12.html>

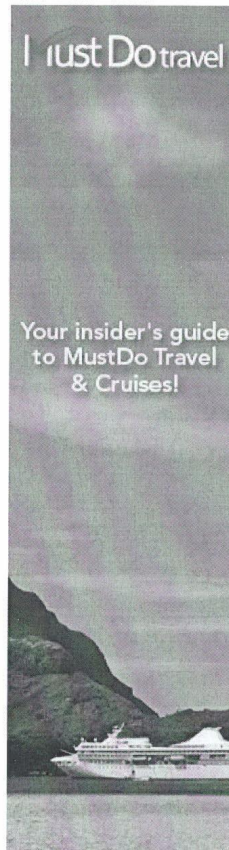
6/28/2006



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ADOT selects compromise for Pinal freeway

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Rankin said he planned to reserve judgment until ADOT picks an exact route.

Bill Pond, owner of the General Store, a restaurant and curio shop on Main Street in downtown Florence, said the freeway will be vital to attracting industry and residents to Pinal County.

If the corridor is approved by the Arizona State Transportation Board, the earliest that ADOT officials could begin studying an exact route to recommend to the board would be mid-2007, said ADOT planner John Pein.

The study and selection process could take two to five years. Actual groundbreaking could be at least 10 years away.

The corridor will be presented at Central Arizona College on June 21 for public comment, before going to the State Transportation Board in July or August.

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6/28/2006



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## APPENDIX

### Compromise freeway corridor between Coolidge, Florence is recommended

By BRIAN AHNMARK, Staff Writer

June 23, 2006

[Email to a friend](#) [Voice your opinion](#)

#### The communities of Coolidge and Florence may share the benefits - and burdens - of a future north-south freeway through Pinal County.

Since February, officials with the Arizona Department of Transportation have been mulling the advantages and impacts of two potential freeway corridors in the Coolidge-Florence area. The proposed routes were not without controversy; one would have cut through the heart of Florence's Anthem Merrill Ranch master-planned community, and the other would have steered commuters far from regional shopping areas in development in Coolidge.

At a Wednesday open house at Central Arizona College, ADOT officials announced their recommendation of a compromise route that would avoid both of those situations. With a stated goal of creating "the least amount of impact on existing homes or future growth," the corridor recommended by ADOT runs southeast from the Apache Junction area before bowing east to skirt the Anthem Merrill Ranch development. After providing a second local crossing over the Gila River, the corridor cuts west to the Valley Farms Road area, where it continues south across Arizona 287 and along the Central Arizona Project canal. The freeway would join with Arizona 87 several miles south of Randolph.

This Apache Junction/Coolidge Corridor is intended to connect U.S. 60 in the Apache Junction area to I-10 south of Eloy. ADOT planners have been working for nearly two years to address future transportation needs in Pinal County, the seventh-fastest-growing county in the nation. The process began in September 2004. In February 2006, the State Transportation Board approved recommendations for further study of three of these corridors, including a north-south freeway near Coolidge and Florence. But this corridor also included two alternatives as it ran south toward the two communities; one projected path would cut due south and split Coolidge and Florence in the area of Valley Farms Road, while the other route would move in a southeasterly direction, bypassing Florence to the north and eventually connecting with Arizona 79, the Pinal Pioneer Parkway.

#### Travel needs

Dave Perkins, an ADOT engineer, explained that the recommendation of the north-south alternative was based on travel demand. At the same time ADOT was working on its corridor studies, Pinal County was conducting a small area transportation study that included projections of future population and commuter numbers. According to the study, the population of Pinal County is expected to swell from 245,000 people to 2 million by 2025.

"The option that goes north and south across (Arizona) 287 comes into contact with the most people and the most development. It attracts the most trips," Perkins said. "As you move to the east, because you're moving away from the heart of future developments, the traffic volumes tend to fall off."





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In addition to studies considering land-use compatibility, engineering obstacles and environmental issues, ADOT also interviewed representatives from the Arizona State Land Department, the city of Coolidge, the town of Florence, Pinal County, property owners, developers and other major "stakeholders" who stood to be affected by the freeway.

"The shortest route is not necessarily the best route," said John Pein, manager of state and regional planning with ADOT. "You're not going to plow through thousands of homes to try to get someplace. We're trying to work with communities and developers."

At the open house, Pein stressed that despite a June 16 Gilbert Republic headline proclaiming "ADOT selects compromise for Pinal freeway corridor," no finalized corridor has been chosen.

"ADOT has not selected a corridor," he said. "We are here this evening to talk with you folks to let you know what we're doing. We're here to listen to what you have to say. ... Have we worked in a way where we're starting to see recommendations? Absolutely. I want you all to know that you haven't been left out of this process."

The corridor is expected to be anywhere from a half-mile to two miles wide, allowing for some variation in the final route. Pein said the State Transportation Board has already adopted future plans to widen Arizona 87 and 287 to four-lane roads.

### August consideration

The recommended corridor is expected to go before the State Transportation Board in August. Today, the board was to consider funding for design concept studies for the north-south Pinal County freeway. If approved, the study would begin within the next fiscal year (by next July). The resulting location design concept report would begin "drawing a line in the sand," Pein said. "That's the one that will look at all of the issues to the 'nth' degree."

The design concept study could take anywhere from two to five years, but Pein said it would be "irresponsible" to predict when construction would occur. There is also no price tag on the proposed freeway, although Pein said the cost to construct all three potential corridors in Pinal County would run between \$4 billion and \$6 billion in today's market.

### Public response

Florence Mayor Tom Rankin stressed the need for improved communication between ADOT and community members of Pinal County. He asked Pein if ADOT officials had met with members of the unincorporated county area along Valley Farms Road between Florence and Coolidge. Pein said there were no private meetings between the two parties.

"You met with the majority of developers along that line, but you didn't meet with the people who live in the area," Rankin said.

State Sen. Rebecca Rios, D-Apache Junction, echoed Rankin's concerns.

"Although I recognize there are a number of compatibility issues that you need to take into account before you decide to build, and I recognize that we need to take into consideration future residents, I would ask that if possible we prioritize current residents," she said. "This (roadway) will have a huge impact on people who have been here for generations."

Coolidge City Manager Bob Flatley said a freeway would also be an economic benefit to the area,



## APPENDIX

opening up opportunities for industry, retail and jobs.

"We're very encouraged that the projected corridor follows what we hoped would be approved," he said. The city is already making arrangements with housing developers to set aside land for the freeway corridor.

Flatley said he was particularly happy with ADOT's efforts to work the corridor around Coolidge Municipal Airport.

Coolidge Mayor Tom Shope reinforced Flatley's support of the recommended corridor, noting that a freeway would translate to more retail and jobs for the area.

"We need a solution to connect us to the East Valley," he said. Shope has the distinction of also being a business owner as operator of Shope's IGA supermarket, and he sees the proposed freeway as a positive step for the entire community.

"It will benefit the major retailers more than in-town businesses, but anything that benefits transportation is going to benefit everybody," he said.

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## APPENDIX

### B.1 – Mail Notification Flyer



ARIZONA DEPARTMENT OF TRANSPORTATION

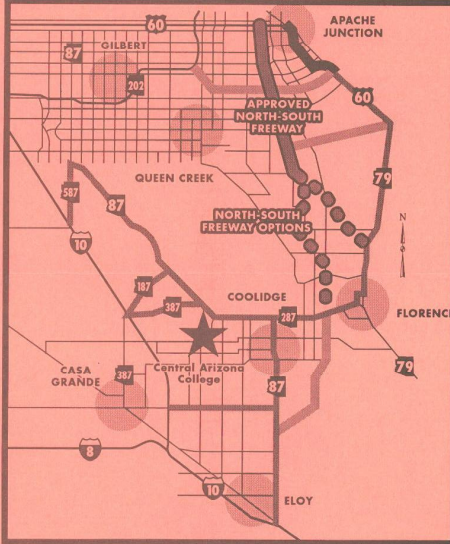
# OPEN HOUSE

## Pinal County Corridors Definition Study

**Wednesday June 21, 2006**  
**Central Arizona College**  
**8470 N. Overfield Road**  
**Coolidge, AZ**  
**5:30 pm – 7:30 pm**  
**6 pm Presentation**

In February 2006, the State Transportation Board approved the recommendations of the Pinal County Corridors Definition Study which can be viewed at the following website <http://tpd.azdot.gov/planning/corridorstudies.php>. The recommendations approved by the Board included the North-South Freeway between Apache Junction and the Florence-Coolidge area as shown below. Two corridor options were recommended for further consideration and a study is underway to evaluate and select a preferred corridor option. The purpose of this open house is to present the preliminary results of an evaluation of the North-South Freeway Corridor Options in the vicinity of Florence and Coolidge.

Persons with a disability may request accommodation, such as a sign language interpreter, by contacting **Carol Oaks at 110 S. Church Avenue, Ste. 3350, Tucson, AZ 85701, telephone: (520) 885-9009, or fax: (520) 885-0311**. Requests should be made as early as possible to allow time to arrange accommodation. This document is also available in alternative formats by contacting Carol Oaks.

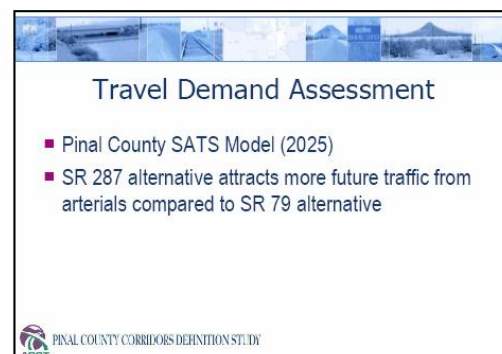
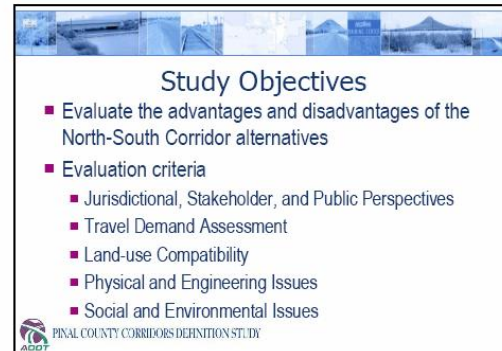
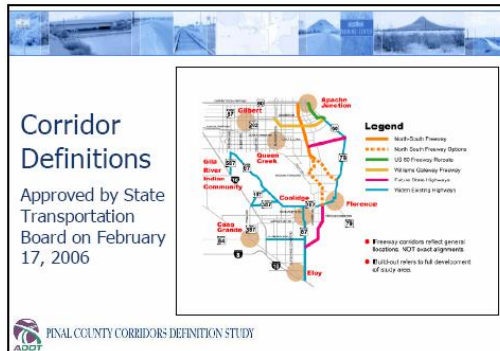
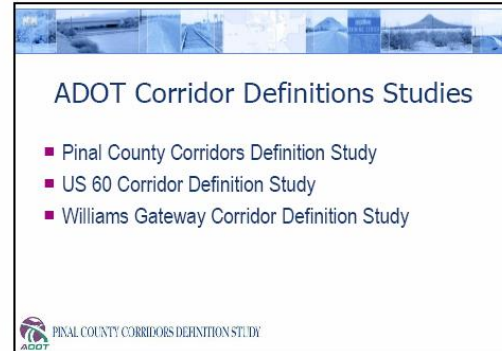
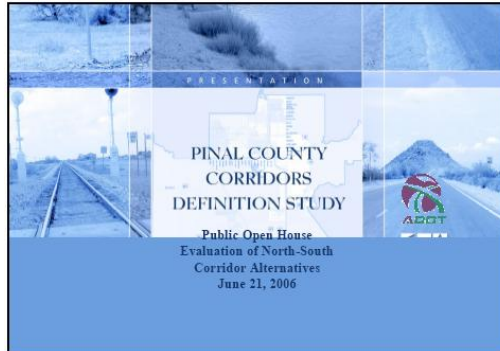


For more information, visit our webpage at  
<http://tpd.azdot.gov/planning/corridorstudies.php>



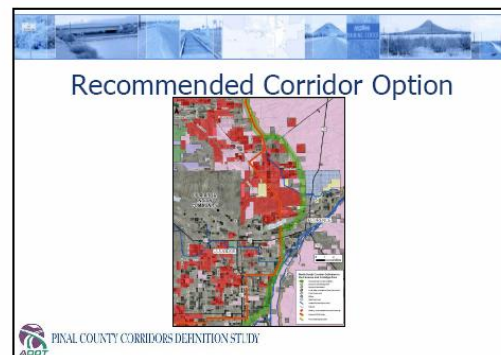
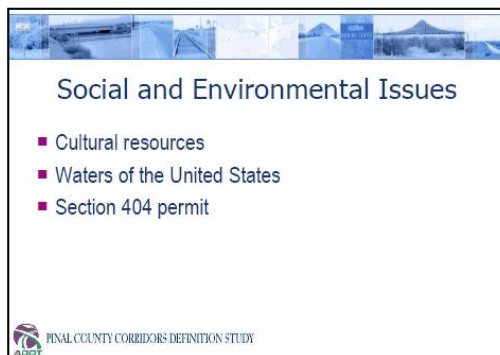
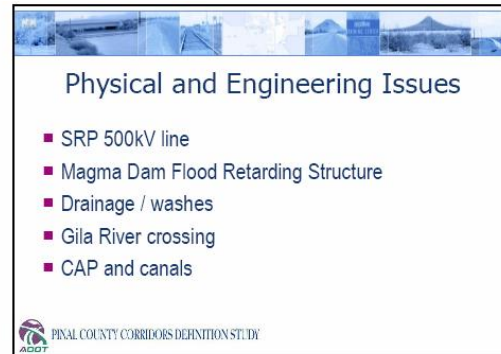
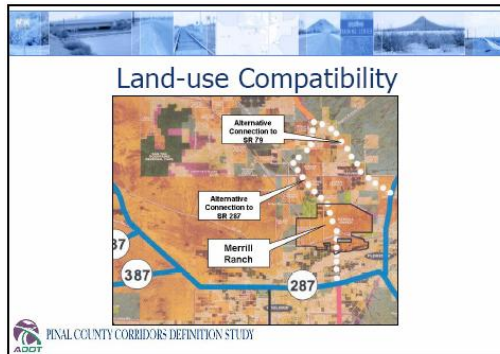
## APPENDIX

### C.1 – PowerPoint Presentation





## APPENDIX

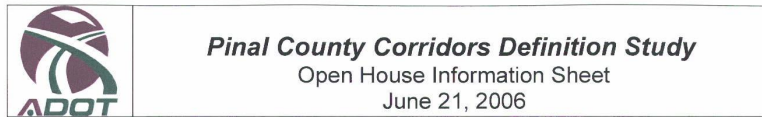






## APPENDIX

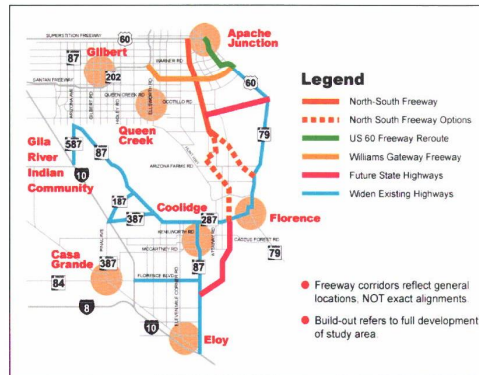
### C.2 - Distributed Materials



In September 2004, the **Arizona Department of Transportation (ADOT)** Transportation Planning Division initiated three corridor definition studies to determine the need for and feasibility of developing major transportation corridors in Pinal County:

- US 60 Corridor Definition Study;
- Williams Gateway Corridor Definition Study;
- Pinal County Corridors Definition Study.

In February 2006, the State Transportation Board approved the combined recommendations of the three corridor definition studies. The recommendations approved by the State Transportation Board include a North-South Freeway. This recommendation includes two alternatives or options for the North-South Freeway in the Florence and Coolidge area, as illustrated by the two orange-dashed lines in **Exhibit 1**. In March 2006, ADOT began a study to evaluate each of the alternatives/options and to recommend a preferred alternative. The purpose of this open house is to present the findings of this study.



**Exhibit 1 - Recommendations Approved by the Arizona State Transportation Board on February 17, 2006**

The study evaluated each of the two corridor alternatives considering jurisdictional, stakeholder, and public perspectives; travel demand assessment; land-use compatibility; physical and engineering issues; and social and environmental issues. As part of the study, interviews were conducted with the elected officials and representatives from the following agencies, jurisdictions, and organizations:

- Arizona State Land Department
- City of Coolidge
- City of Florence
- Salt River Project (SRP)
- Pinal County
- Property Owner Representatives

The results of the evaluation and the recommended corridor definition for the North-South Freeway are shown on the back of this page.

#### Next Steps

- Presentation of recommended alternative to the Arizona State Transportation Board presentation in July or August, 2006
- Conduct the US 60 Design Concept Study and Environmental Analysis. A consultant has been selected.
- Funding for a Design Concept Study and Environmental Analysis for the Williams Gateway and North-South corridors will be considered by State Transportation Board on June 23, 2006.
- The above studies will be managed by the ADOT Pre-Design Group.

#### For More Information

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602-712-3046 (fax)

Javier Gurrola  
ADOT Pre-Design Group  
jgurrola@azdot.gov  
602-712- 7687 (phone)  
602-712-8992 (fax)

**Project Information:** <http://tpd.azdot.gov/planning/corridorstudies.php>



## APPENDIX

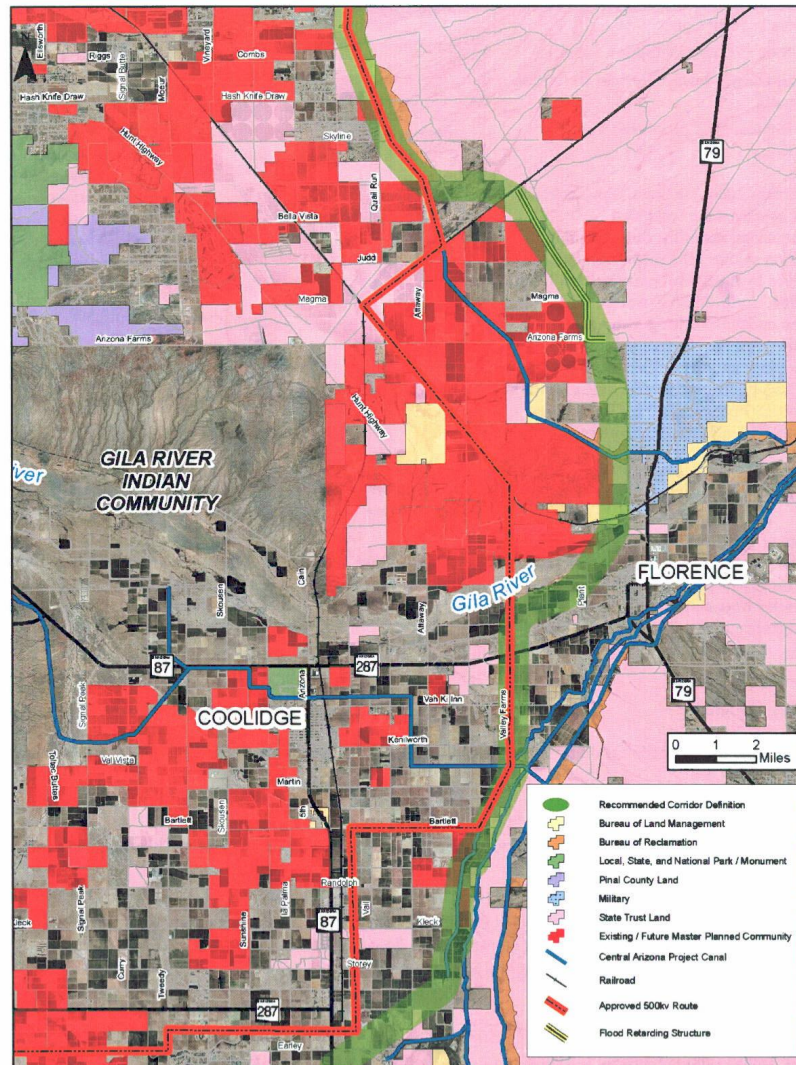
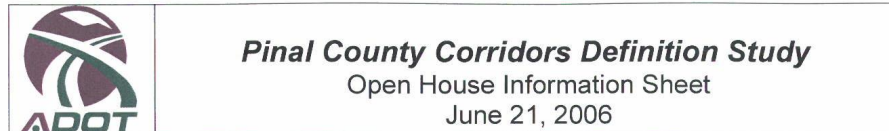



Exhibit 2 – Recommended North-South Corridor Option in the Florence and Coolidge Area



## APPENDIX

### D.1 - Sample Comment Card

 <p><i>We welcome your comments on the Pinal County Corridors Definition Study.</i></p> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>	<div>Postage Required</div> <p><b>Attn: Kimberly Cummings</b> <b>ADOT Pinal Corridors</b> <b>110 S. Church Ave, Ste. # 3350</b> <b>Tucson, AZ 85701</b></p>
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